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SOUTH EL MONTE, GENERAL PLAN • 1985

Where there is no vision the people perish. PROVERBS 29:18

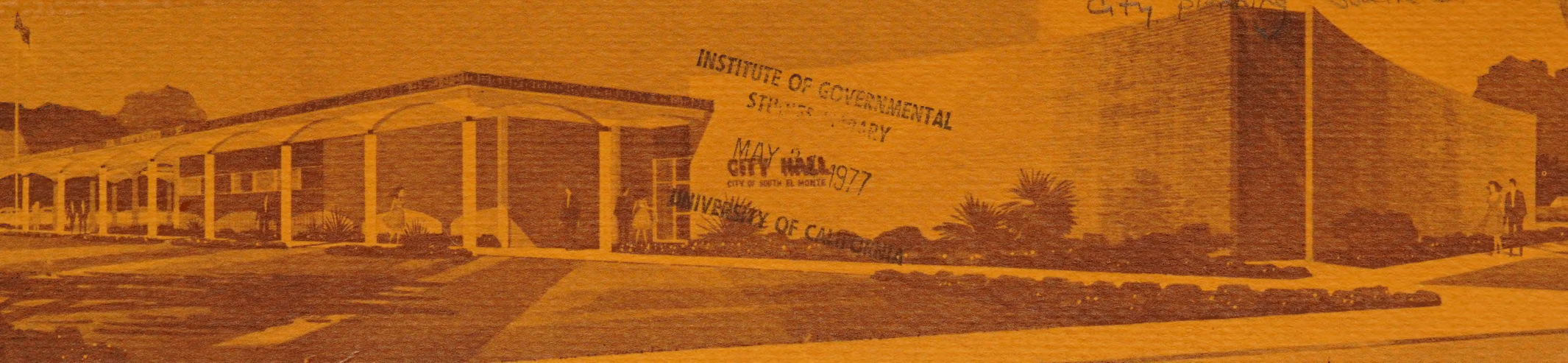
City Planning

South El Monte

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INTRODUCTION

In the last few years, South El Monte's achievement has demonstrated that community projects planned in relation to physical, social and economic goals have positive benefits to the City's life. As recipient two years consecutively of a national award in community achievement and as the 1965 top national achievement community receiving as recognition the coveted "Trigg Award" given by Mrs. L. B. Johnson in Washington, D.C., a dramatic future is assured the community, if sound planning is provided as a guide.

The basic concept of a General Plan is to provide a guide for building upon and extending improvement plans and programs which the city is carrying out today through to 1985.

The value of the General Plan depends upon: First, how useful it is as a guide to decision making by government agencies, private organizations and citizens; and second, how effectively it stimulates development.

The General Plan establishes general boundaries rather than specific locations for various land uses and public facilities, together with basic policies and principles for their development.

The development of a General Plan is necessary for the efficient management of the City of South El Monte, as a direction for private capital investment, and as a guide for future growth and change in the structure of the City to provide orderly urban development.

ASSUMPTIONS

POPULATION

The City will continue to grow with a population reaching 21,400 persons in 1985.

ECONOMY AND EMPLOYMENT

The commercial and industrial economy of the City will continue at its present development rate to 1985.

REGIONAL INTEGRATION

The City will continue to be a major employment center within the framework of the West San Gabriel Valley and the Los Angeles Metropolitan Area.

JURISDICTIONAL BOUNDARIES

The City of South El Monte will annex all or most of the unincorporated territory within its logical service area.

BASIC POLICIES and PRINCIPALS

A program of orderly development is the principal aim of the City, and the following basic policies and principles are established to implement this aim over the next twenty years.

FOR THE COMMUNITY

1. South El Monte is in an optimum location for residential, business and industrial development, and every effort should be expanded to enhance its business and industrial districts and protect its residential areas and their identity.
2. The City should maintain balance between residential develop-

ment and related public services by providing for public facilities and services, adequate and conveniently located to serve the needs of the people.

3. The City should establish a circulation system of major thoroughfares coordinated between the City and adjacent municipalities to promote the safe movement of people and goods.
4. Growth should be related to the ability of the community to provide public services and facilities.
5. Incompatible land uses should be separated by open space.

FOR RESIDENTIAL DEVELOPMENT

1. Single family areas should be protected from encroachment of surrounding land uses.
2. Orderly transition of residential areas should be provided for and conversion of single family homes to multiple family uses guarded against.
3. The City should encourage the combining of residential lots into larger and more efficient parcels for new multiple family development.
4. Neighborhood parks and playgrounds and other essential community facilities should be developed by the City.
5. Homeowner organizations should encourage and stimulate the conservation of residential neighborhoods.
6. Utility lines, especially in future multiple family districts, should be encouraged to locate underground.
7. Residential neighborhoods should be encouraged to develop neighborhood identity.

FOR PARK DEVELOPMENT

1. Neighborhood parks should be developed, where possible, adjacent to schools and near the center of the areas to be served.
2. Recreation facilities should be provided which reflect the needs of the population to be served.
3. Park sites should be provided with adequate acreage to contain the proposed facilities.
4. Parks should be developed in such a manner as to enhance the neighborhoods in which they are located.

FOR COMMERCIAL DEVELOPMENT

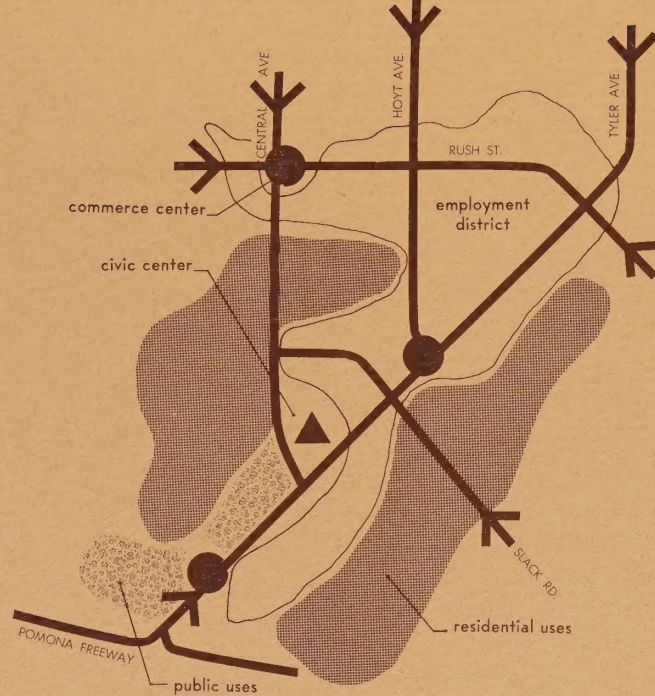
1. Commercial areas should provide for integrated and attractive facilities with good access, adequate off-street parking and landscaping.
2. Commercial centers should be provided to efficiently and conveniently serve the business and service needs of the people living and working in the City.
3. Convenience shopping should be provided to serve the needs of residents in close proximity to their homes.
4. Highway related commercial uses should be appropriately located along major transportation routes.
5. The integrity of all commercial areas should be preserved by prohibiting the intrusion of non-commercial uses.

FOR INDUSTRIAL DEVELOPMENT

1. The City should encourage the combining of small lots into larger and more efficient parcels, thereby achieving quality development of industrial areas.
2. Adequate off-street parking for employees should be provided.
3. Harmonious land use relationship between industrial areas and adjacent residential developments should be provided through adequate buffering.
4. The industrial areas should be protected from intrusion by residential and commercial land uses.

FOR THE CIRCULATION SYSTEM

1. A system of major thoroughfares should be provided that relate to the functional traffic generating capacity and expected density of development proposed by the Plan.
2. A system of major thoroughfares should be provided which would eliminate through traffic from residential neighborhoods, a reinstating of residential streets to their original functions.
3. The City should initiate those improvements necessary to the major thoroughfare system to ease traffic conflict and congestion.
4. The City should work with appropriate governmental agencies in planning a regional transportation system for the movement of people and goods.

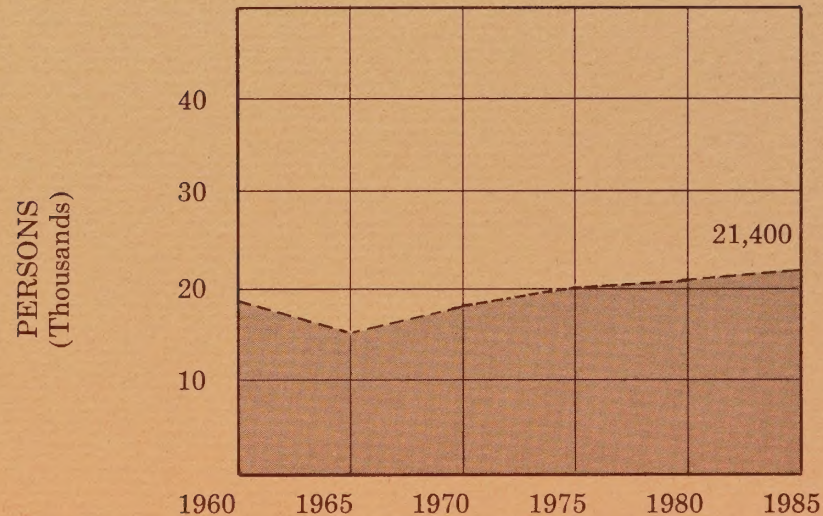


The General Plan indicates, diagrammatically, how the proposed Core Area may be developed. It would be along Tyler Avenue and Central Avenue, bounded on the north with the proposed Rush Street Commercial Center at Central Avenue, on the east by the Hoyt Avenue Commercial Center at Tyler and on the south by the Pomona Freeway and the Tyler-Central Avenue Commercial Center. It is proposed that each extremity of the Core Area be developed into intensified centers of commerce with supporting restaurants and shops. The midportion of the Core Area would contain the Civic Center which would include such cultural facilities as a civic auditorium, recreation center and library. The area would be further complemented by an employment district, as indicated above, with adjacent residential uses, as shown, consisting of housing, and community facilities such as public schools, a hospital and parks. The Core Area would provide South El Monte with a "town center" becoming a focal point for the community and the entire area.

POPULATION

The South El Monte Study Area will increase approximately 25% in population during the next 20 years, from 15,600 today to 21,400 in 1985. The population projection is a key ingredient in determining 1985 demands for residential land use. The residential proposals as presented in the General Plan, if developed to the intensity permitted, would accommodate a population of 28,000 persons. This is 6,500 persons more than anticipated in 1985 and should be considered in the evaluation of land use policies related to future multiple family zone changes.

POPULATION GROWTH



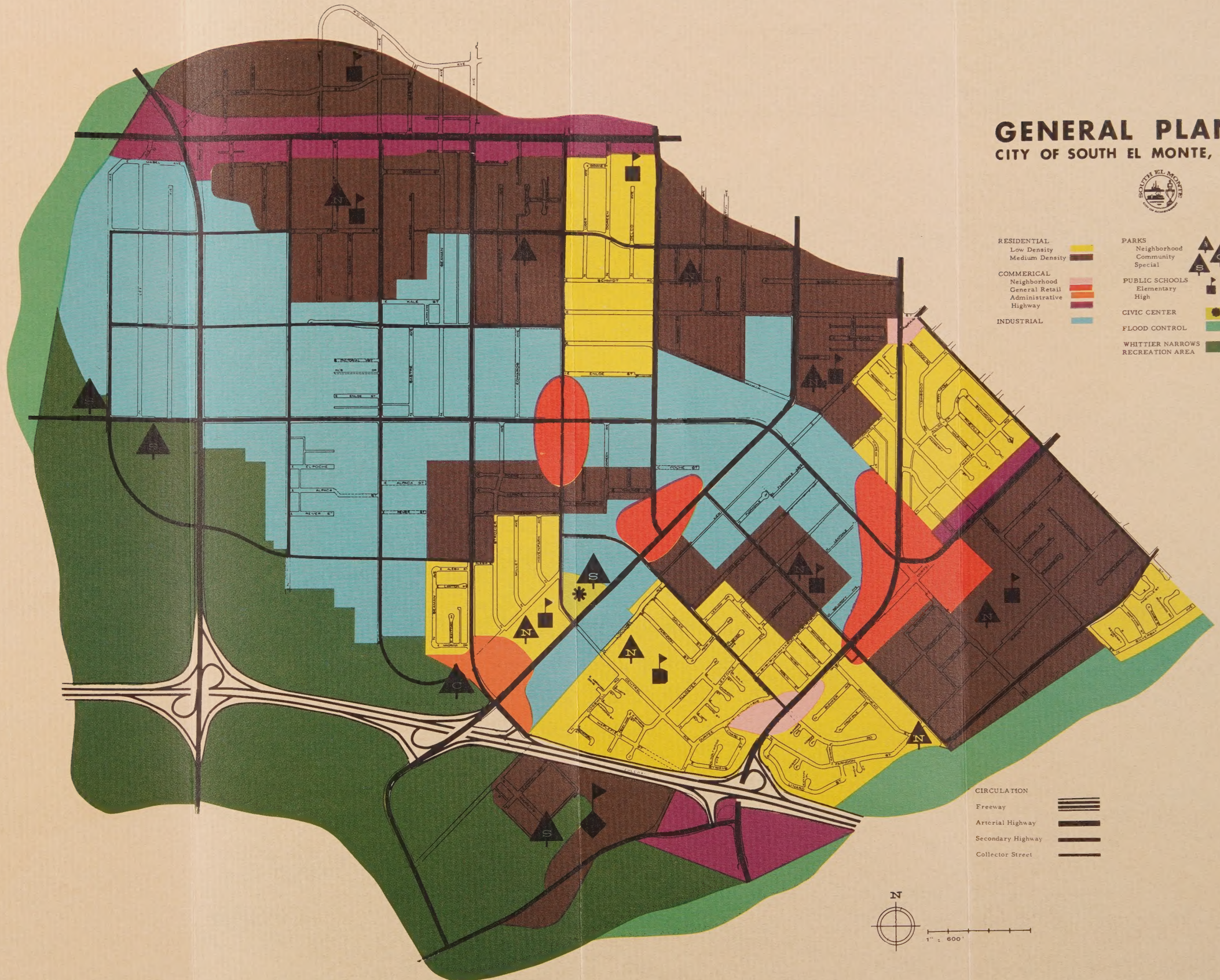
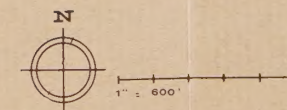
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CITY OF SOUTH EL MONTE, CALIFORNIA



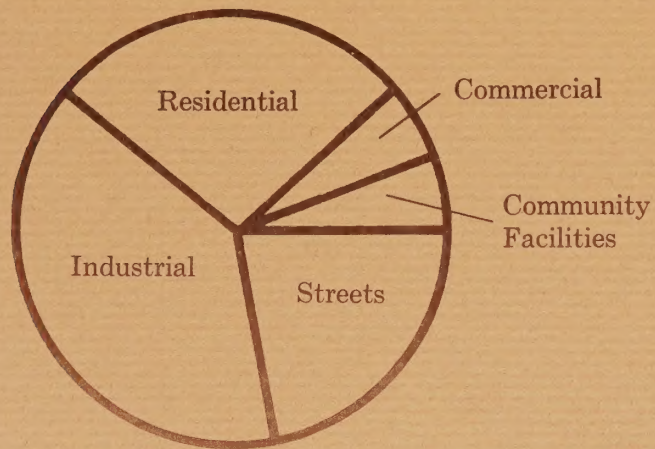
- | | | | | | |
|--------------------|----------------|------------|-------------------------|--------------|-------------------|
| RESIDENTIAL | Low Density | Yellow | PARKS | Neighborhood | Triangle with 'N' |
| | Medium Density | Brown | | Community | Triangle with 'C' |
| | | | | Special | Triangle with 'S' |
| COMMERCIAL | Neighborhood | Pink | PUBLIC SCHOOLS | Elementary | Square with 'E' |
| | General Retail | Orange | | High | Square with 'H' |
| | Administrative | Red | CIVIC CENTER | | Circle with 'C' |
| | Highway | Light Blue | FLOOD CONTROL | | Green |
| INDUSTRIAL | | Dark Blue | WHITTIER NARROWS | | Dark Green |
| | | | RECREATION AREA | | Light Green |

- CIRCULATION**
- | | |
|-------------------|--------------------|
| Freeway | Thick double line |
| Arterial Highway | Thick single line |
| Secondary Highway | Medium single line |
| Collector Street | Thin single line |



LAND USE 1985

THE BASIC LAND USE DIVISIONS



	Acres	Percent
Residential	471	26
Commercial	165	9
Industrial	685	38
Community Facilities	112	6
Streets	376	21
	1,809	100



RESIDENTIAL DEVELOPMENT

The General Plan proposes 471 acres of residential land use to accommodate the changing nature of urbanization in the City. Since the Plan must provide for desirable types of housing, both now and in the future, the following residential density types have been provided for:

LOW RESIDENTIAL DENSITY — The Plan proposes 232 acres for this density. These areas are based on existing single family areas which for the most part are completely developed.

MEDIUM RESIDENTIAL DENSITY — The Plan proposes 239 acres in several parts of the City for future development of multiple family residential densities. Not all of this land will be developed in 1985. Incremental growth of multiple density areas building upon existing development patterns will avoid inefficient mixture of housing types, multiple housing sprawl and provision for community facilities.

RESIDENTIAL LAND USE DENSITY FORMULA

1985 GENERAL PLAN

Maximum Residential Density Gross Acres			Minimum Lot Area per D. U. Sq. Ft.	Primary Type of Dwelling Unit
Density Type	Units/Acre	Persons/Acre		
Low	6.0	27	5,000	Detached Single Family
Medium	21.0	63	1,500	Townhouse, Garden Apts., Medium Rise Apts.



COMMERCIAL DEVELOPMENT

The General Plan proposes 165 acres of land in several types of commercial districts, each intended to satisfy the demand for a specific type of service. Of these 165 acres, approximately 36 acres are devoted to neighborhood commerce, 50 acres devoted to retail center, 36 acres to commerce centers and 43 acres to highway related commerce.

Neighborhood Shopping Districts provide convenience shopping facilities for residents within a short distance of their homes. These centers should be located on primary arterials or collector streets containing approximately 3 acres in size.

The Retail Commercial Center located at Peck Avenue and Durfee Road is proposed as the only major retail commercial complex. The continued growth and development of this retail center is an important element in the growth of the community. The timetable for the center's ultimate development will be conditioned by the population and employment growth and their demands for goods and services.

Commerce and Administrative Centers are proposed by the Plan at each end of the "Core Area." The Plan encourages the development of these centers with the following types of uses: business, administrative and executive offices, financial institutions, and professional offices. These types of commercial activities are not dependent upon pedestrian traffic and should be generally located in areas providing excellent access to the regional circulation network.

Highway Frontage Commerce is proposed by the Plan on Garvey Avenue and Peck-Durfee Road. Further, the Plan recommends a creation of an integrated "automotive center" to merchandise a variety of automotive products in the general vicinity of Garvey Avenue and Rosemead Boulevard, as a part of the highway related development.



INDUSTRIAL DEVELOPMENT

South El Monte is a community of substantial industrial development, having approximately 1,200 firms located within the Study Area. These represent a healthy cross section of business and manufacturing activities which lend stability to the local economy through employment diversification.

It is anticipated that industrial growth will continue within the Study Area during the next twenty years at approximately its present rate, although this rate could be materially accelerated through an aggressive business development and recruiting program.

The General Plan proposes 685 acres of land or 38 percent of the Study Area to provide for future expansion and redevelopment of anticipated industrial growth over the next twenty years.

COMMUNITY FACILITIES

CIVIC CENTER — The City's new civic center, located in the mid-portion of the Core Area, will contain all governmental and cultural facilities as required by the 1985 Land Use Plan. It is recommended that a precise plan be prepared for an area designated as the "Core Area" to protect both public and private investment within the area.

Park and Recreation — Recreation facilities will be provided by the following variety of park areas. The General Plan proposes locations where they will provide a maximum of service to the people of the City.

Regional Park Facilities will be provided by the Whittier Narrows Recreation Area. This will include a broad range of activities — golf, equestrian trails, shooting range, archery, and institutional picnic grounds.

This facility is designed to serve a regional population but allows the City to provide park acreage to standards which are less than normally recommended in Southern California areas.

Community Park Facilities will consist of approximately 30 acres of community parks for recreation and special community activities.

Neighborhood Recreational Facilities are recommended by the General Plan to contain a minimum of 32 acres which include the joint use of school playgrounds for such facilities. This provides for a neighborhood park standard of one acre per 1000 persons.

Parks and usable open space become increasingly important as urban development spreads and population density intensifies. This value, though intangible, is reflected in the amenities of the community as a place to live and work. Parks and open space, well-landscaped and resourcefully arranged, provide a focal point for active and passive recreation and play. They further add to the visual quality of the City and the neighborhood which they serve.

PUBLIC SCHOOLS — The General Plan has coordinated the location of public school facilities with other land use elements that comprise the City. The responsibility for detailed planning of school facilities rests with the Boards of Education of the four respective districts serving the City.

The principal objective established by the Plan proposes adjacent school-park facilities wherever possible and suggests the joint use of school recreation facilities as part of the overall community recreation program.

Today, there are seven elementary schools presently serving the Study Area. The Plan recommends no additional elementary schools. In addition, the proposed high school site in the southern portion of the community will fulfill this requirement and the Plan recommends no additional facilities.

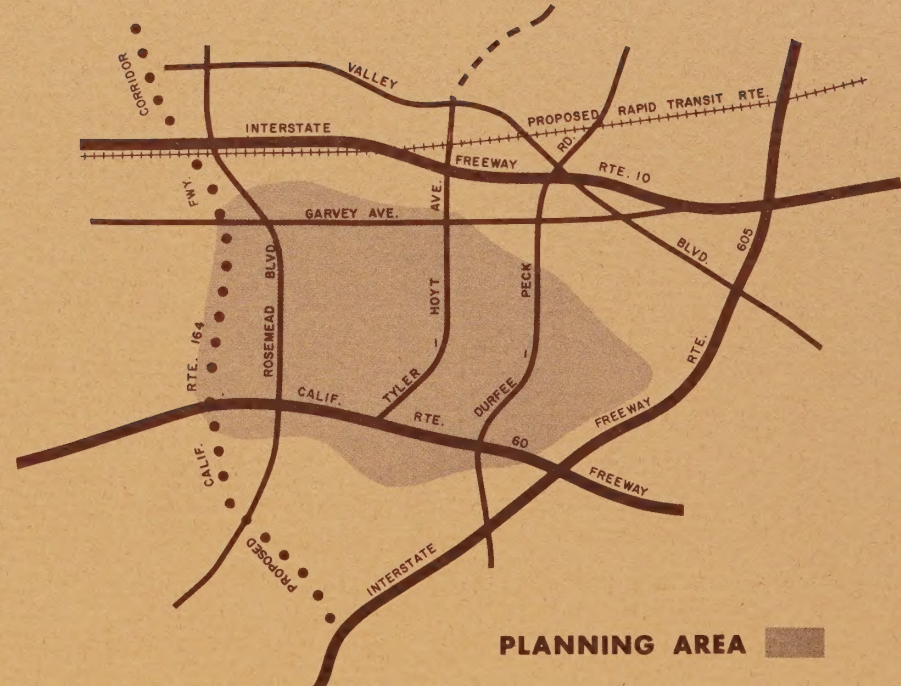
CIRCULATION

The circulation plan proposes five classifications of streets, each with a different function and capacity for carrying traffic: freeways, arterial highways, secondary highways, collector streets and local streets.

FREEWAYS — By 1985 the City of South El Monte will be framed by a freeway network. This system will provide the basic pattern for the City's major arterial system and intra-regional traffic.

The Pomona Freeway (Route 60) is an east-west facility planned to be completed by 1967. It will provide direct access to the Greater Los Angeles Metropolitan Area.

The Route 164 Freeway is a proposed north-south facility connecting Interstate 210 Freeway in Pasadena, to Interstate 605 Freeway in the Whittier Narrows-Pico Rivera area.



It is recommended the City extend every effort to secure the earliest possible adoption for this route between Interstate 210 Freeway and Interstate 605 Freeway. The General Plan recommends that the route, if passing through the City, be located between the Rio Hondo River and Rosemead Boulevard.

ARTERIAL HIGHWAYS — The arterial highway is intended to carry large volumes of inter-community traffic between such major traffic generators as employment areas, regional shopping districts and residential

areas. It is recommended they be designed as divided 4 to 6 lane highways with a right of way width of 100' to 104' and a curb to curb street width of 84'.

SECONDARY HIGHWAYS — The secondary highway collects and distributes traffic from arterial highways to collector and local streets. It further provides access to such traffic generators as schools, shopping centers and employment areas. It is recommended they be designed to provide 4 travel lanes with a right of way width of 80' to 84' and a curb to curb street width of 64'.

COLLECTOR STREETS — The collector street provides access to abutting properties and distributes traffic to local streets, secondary and arterial highways.

THE RESIDENTIAL COLLECTOR STREET generally provides the principal entrance to residential areas of 200 to 800 tributary dwelling units. It is recommended they be designed to provide 2 travel lanes with a right of way width of 60 to 64 feet and a curb to curb street width of 44 feet.

THE INDUSTRIAL COLLECTOR STREET generally provides access to industrial areas and local industrial streets. They must also have the ability to accommodate peak hour employee traffic. The

street width and turning radii are of major importance because of the dependency of industrial areas on truck transportation. The plan, therefore, recommended they be designed to provide 2 travel lanes with a right of way width of 64 to 70 feet and a curb to curb street width of 44 to 54 feet.

LOCAL STREETS — Local streets provide direct access to residential and other land uses. These streets should be designed to discourage through traffic. It is recommended they provide for 2 travel lanes with a right of way width of 60 to 64 feet and a curb to curb street width of 40 to 44 feet.

ACKNOWLEDGMENTS

CITY COUNCIL

Joseph A. Vargas, Mayor

C. Leon Walden, Mayor Pro Tem

Vern O. Allen, Councilman

Max M. Shapiro, Councilman

Francis G. Stiles, Councilman

GENERAL PLAN STUDY FORUM

The City of South El Monte gratefully acknowledges the contributions of the many citizens who participated in the thorough study of the General Plan.

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